

“Fender Benders & Parking Initiative Updates”

2008 Traffic Conference for Mobility
and Safety

August 21, 2008

Brian Purvis, NCDOT

The Problem

- Abandoned / Disabled
- Jan 1, 02 - Dec 31, 04
 - 718 Crashes
 - 20 Fatalities
 - 656 Injuries



Wrecks every 1.5 days

The Problem

➤ Rear End Crashes

Total	AINJ	BINJ	CINJ	FTL	PDO
12795	75	710	3875	33	8102

➤ Debris

Total	AINJ	BINJ	CINJ	FTL	PDO
2181	7	75	162	4	1933

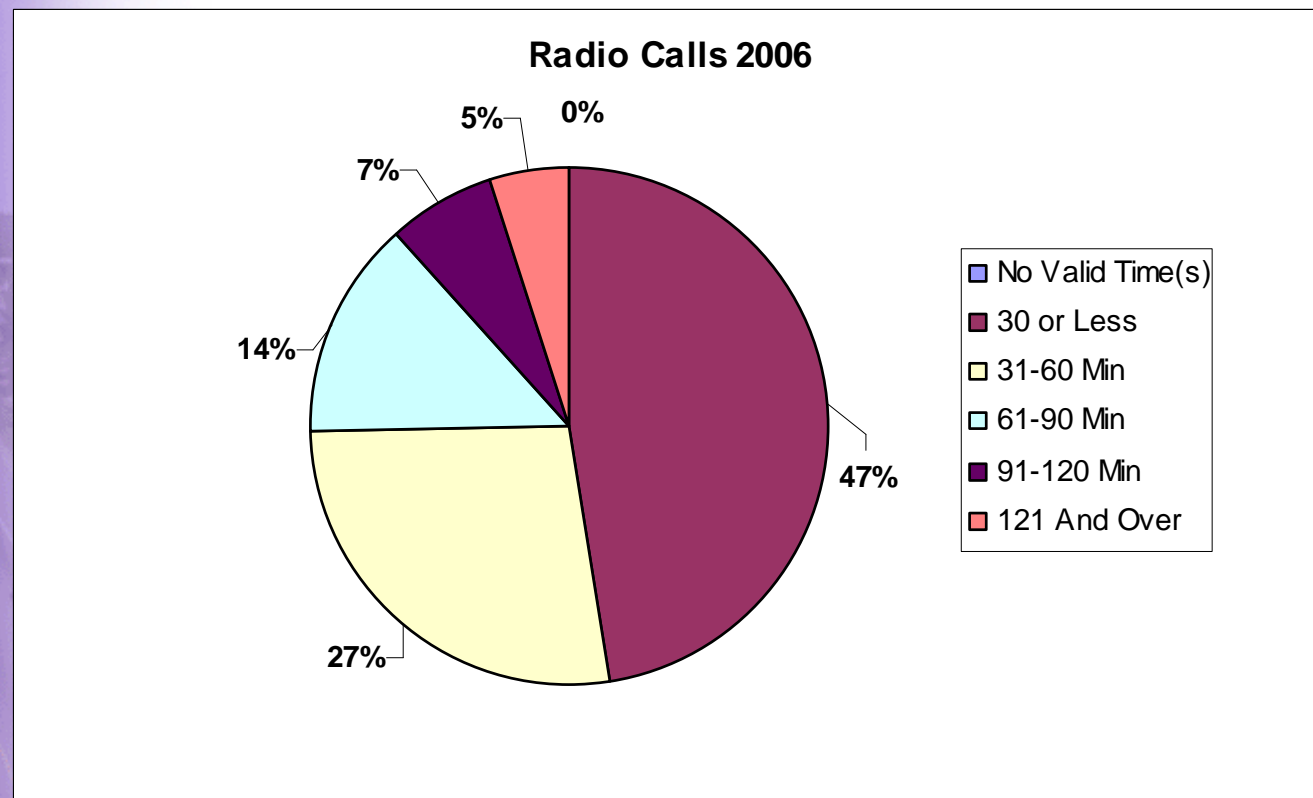
➤ Shoulder Wrecks **Wrecks every day**

Total	AINJ	BINJ	CINJ	FTL	PDO
383	16	64	90	8	205

➤ Statewide Interstate Data

Current Focus

➤ Crash Durations



➤ Highway Patrol Calls

REMAINING FREEWAY CAPACITY

Incident Type	Location	No. of Freeway Lanes / Direction			
		2	3	4	5
Accident	Rt. Shdr	81	83	85	87
	Median	81	83	85	87
	1-Lane	35	49	58	65
Breakdown Debris	Rt. Shdr	95	98	98	98
	Median	95	98	98	98
	1-Lane	35	49	58	65

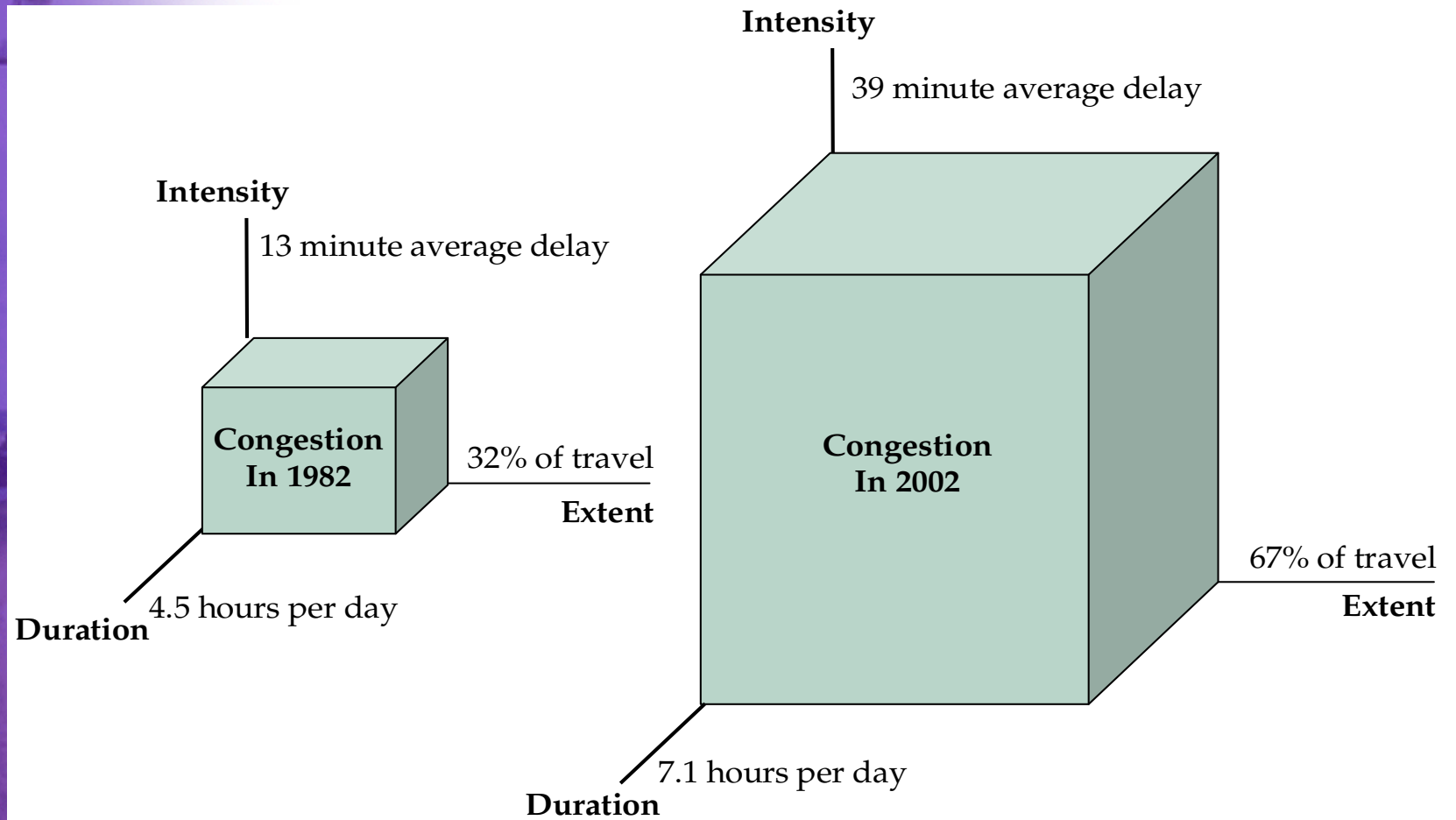
North Carolina's Interstates

Provides mobility for commuters, businesses, tourists, hospitals, military bases, airports, schools, and hurricane evacuees.

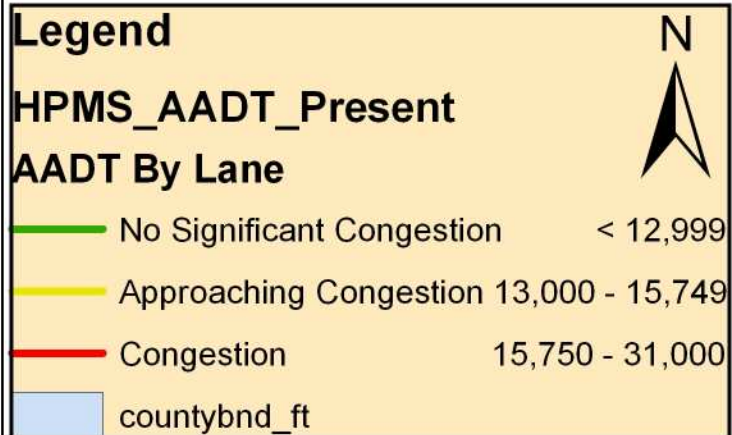
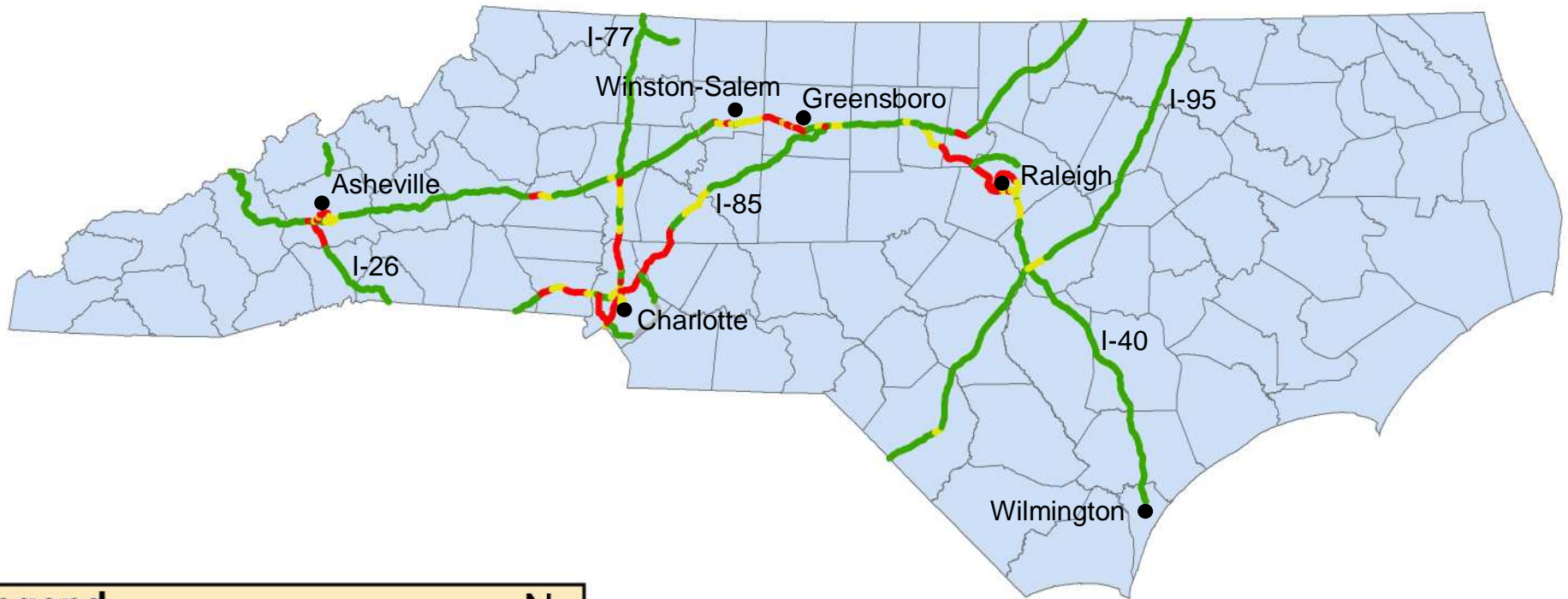
➤ **Interstates:**

- ❖ +/- 1200 miles
- ❖ 1.5 % of system, moves 20 % of traffic
- ❖ Complete blockage > 2 hours each week

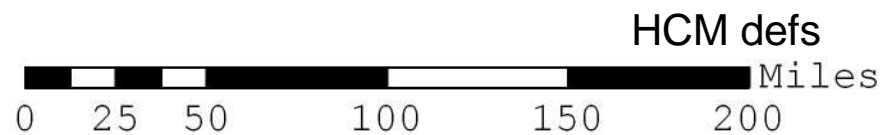
Congestion in the US



Interstate Congestion in North Carolina (2004)



No Significant Congestion	75%
Approaching Congestion	9%
Congestion	16%



Projected Interstate Congestion (2020-2025)



LRTP, National Stnds

Legend

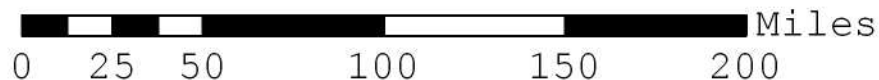
HPMS_AADT_Future

Future AADT By Lane

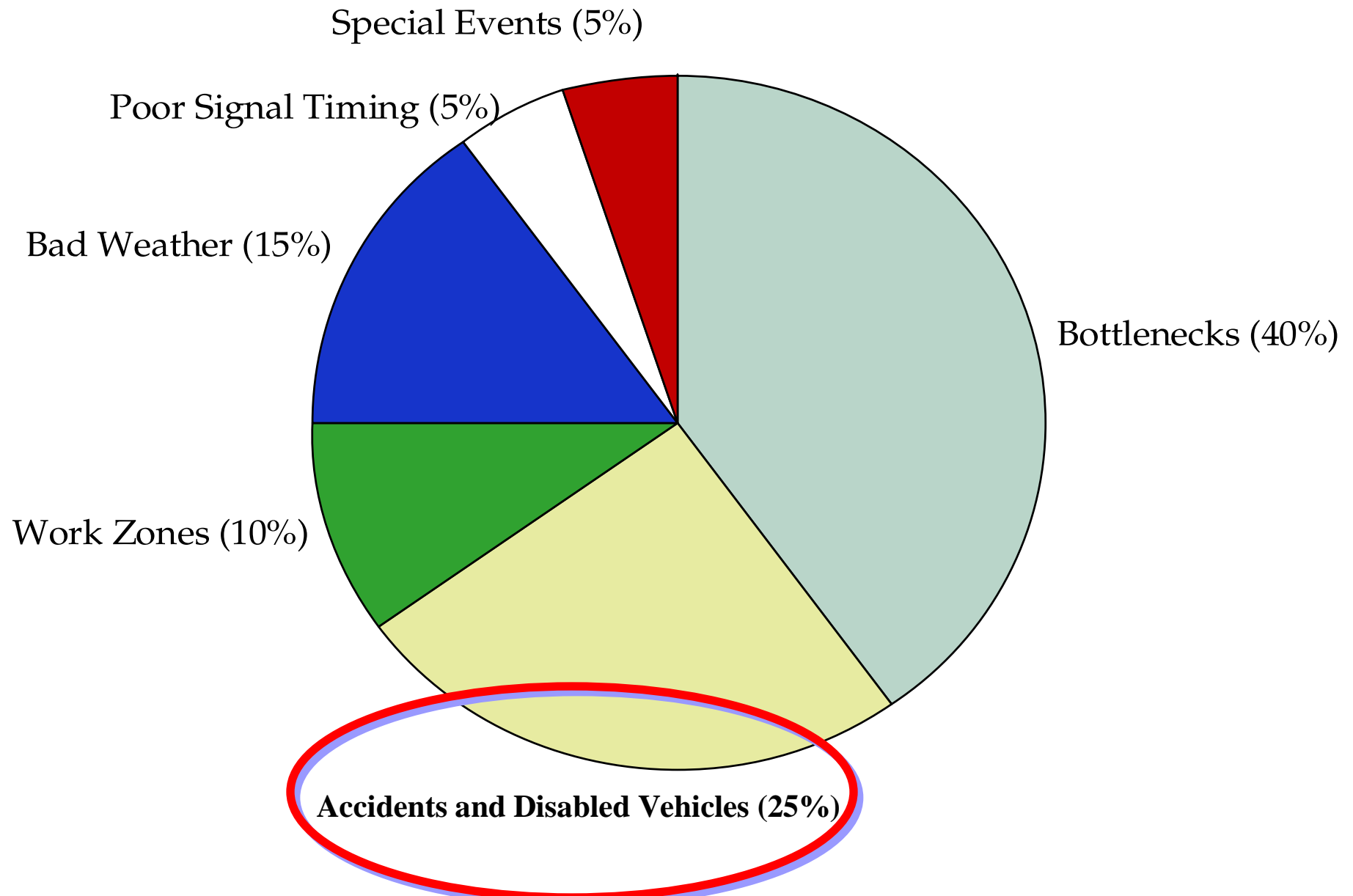
- No Data for these sections in the Sample
- No Significant Congestion < 12,999
- Approaching Congestion 13,000 - 15,749
- Congestion 15,750 - 31,000
- countybnd_ft



	% in 2004	% in 2025
No Significant Congestion	75%	35%
Approaching Congestion	9%	17%
Congestion	16%	48%



Sources of Congestion



ISSUES ON OUR ROADS

Published: Jul 16, 2007 12:30 AM
Modified: Jul 16, 2007 01:26 AM

4 killed as SUV hits disabled car

The wreck in Elon left a 'horrific scene,' police official says. Victims lived in Alamance

JESSICA ROCHA, Staff Writer

ELON - The Mercury Cougar broke down on University Drive almost a week ago in Elon.

So before they had to pay wrecker fees, husband and wife Freddie and Sandy Coulter asked three friends to bring a trailer Saturday morning and help them load the car up so they could get it fixed. They all stood on the side of the two-lane bypass as they loaded the car onto the trailer. Larry Wayne Isley Jr. stepped onto the opposite side of the hitch to secure the car. That apparently saved his life.

The other four were killed when an Isuzu sport utility vehicle driven by Robin Michelle Stanfield ran off the side of the road, rolling over and hitting them, Elon Police Department Capt. Sam Russell said.

"It was a horrific scene," Russell said.

Killed were Graham residents Freddie Coulter, 55, and Sandra Coulter, 51; Isley's mother, Mildred "Sissy" Isley, 57; and Michael Todd King, 43, of Swepsonville. Larry Isley Jr. suffered broken ribs.

Until a few months ago, all four worked third shift at the Gold Toe Moretz sock mill in Burlington, said Mildred Isley's husband, Larry Isley Sr. Freddie had lost his job, so just Sandy, Mildred and Michael would have clocked in at 11 p.m. Sunday.

They were friends outside the workplace as well.

The elder Isley said he and all four who died went to watch stock car racing together Friday night at Ace Speedway in Altamahaw. Larry Jr. was sick and couldn't make it. He sometimes competed there and had won six or seven races, his father said.

But the next morning, the younger Isley was feeling well enough to help out the Coulters, using his Dodge Dakota and the trailer he usually used to transport his race car.

"My son was just trying to do them a favor," Larry Isley Sr. said.

Everyone but Larry Isley Jr. was standing between the car and the road, though several feet away from the highway, Russell said.

Stanfield's Isuzu veered right and off the road as it approached the truck and trailer. Its right wheels rode up the trailer, scraping the Cougar and breaking the trailer's hitch with such force that Larry Isley Jr. suffered three broken ribs, his father said. The SUV rolled and hit the Coulters, King and Mildred Isley.

Russell said Sunday night that no charges had been filed and that it didn't appear that Stanfield was under the influence or speeding.

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Workers Compensation Case

Who will pay the bills when you're not working? Protect yourself.
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ISSUES ON OUR ROADS

SUV Hits Parked Tractor Trailer on I-85

- Friday May 13, 2007 from <http://www.cfdfirestation13.com/IMAGEgallery34.htm> (posted May 4th)
- A SUV ran off the highway and hit a parked tractor trailer in the rear. The tractor trailer was parked on the emergency lane when a SUV slammed into the rear of the trailer. It is estimated that the car was traveling in excess of 60 mph. There was only one victim in the SUV. The victim was pinned by the dash and steering wheel. Surprising there were no visible signs of life threatening injuries.



VEHICLES ON SHOULDER



VEHICLES ON SHOULDERS

FATAL SLIP

SLIP-NO: 070413040CA Safety Region: EASTERN County: NASH Date:
4/13/07

Division: 4

SLIP: 070413040 10-CODE: 50 COUNTY: NASH DOA: 04/13/07 TIME:
8:26 AM

HIGHWAY I95 1.3 MI N OF ROCKY MOUNT .3 MI N OF SR1510

AUTHORITY: TRP F. D. ODOM CLASS: 1 UNIT: C151

ACCIDENT 26 ALC N NO. 02 NO. FATALITIES 01 NO. 01

----- PERSONS KILLED

NAME

R|S|AGE|B|PS|V

ADDRESS

1 ~~MARY ELIZABETH BROOKS~~ W F 045 Y OP 1 133 NE 31ST ST.
OAK ISLAND, NC

CAUSE: VEH 1 WAS TRAVELING SB ON I95. VEH 2 PARKED ON MEDIAN
SBL. VEH 1 RAN OFF RDWY TO

LEFT AND STRUCK VEH 2. VEH 1 WENT INTO SPIN AND CAME TO REST IN
ROADWAY. VEH 2 CAME

TO REST AGAINST GUARDRAIL. NOK,C122, X141 NOTIFIED.

So What Are We Doing?



SMARTLINK NCDOT
www.ncsmartlink.org Your Link to NCDOT Traveler Information

HOME CONTACT SEARCH SMARTLINK

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Traffic Cameras | 511 | Public Service Announcements | About Us | Emergency Information | Links

LIVE CAMERAS

NC Smartlink Maps

- Metrolina Region
 - Metrolina
 - Metrolina North
 - Metrolina South
- Triad Region
 - Greensboro
 - Winston-Salem
- Triangle Region
 - Triangle
 - Durham / I-40
 - I-40 / RTP
 - Raleigh

Additional Cameras

- Municipal Sites
 - Wilmington
 - Hickory
 - High Point
 - Salisbury
 - Winston-Salem
 - Greensboro

Real Time Travel Information

2006 IMVTS Conference
ITS Standards Seminars



Quick Clearance Legislation

- GS 20-161 Allows Law Enforcement to clear roadway by Any Means Necessary without liability on Freeways
- Requires concurrence by NCDOT
- Vehicles can be removed from roadway in 24 hours (changed from 48 hours)
- Now allows for clearance on any state maintained roadway!!!

Quick Clearance Legislation

§ 20-161. Stopping on highway prohibited; warning signals; removal of vehicles from public highway.

- (a) No person shall park or leave standing any vehicle, whether attended or unattended upon the paved or main-traveled portion of any highway or highway bridge outside municipal corporate limits unless the vehicle is disabled to such an extent that it is impossible to avoid stopping and temporarily leaving the vehicle upon the paved or main traveled portion of the highway or highway bridge.
- (b) No person shall park or leave standing any vehicle upon the shoulder of a public highway outside municipal corporate limits unless the vehicle can be clearly seen by approaching drivers from a distance of 200 feet in both directions and does not obstruct the normal movement of traffic.
- (c) The operator of any truck, truck tractor, trailer or semitrailer which is disabled upon any portion of the highway shall display warning devices of a type and in a manner as required under the rules and regulations of the United States Department of Transportation as adopted by the Division of Motor Vehicles. Such warning devices shall be displayed as long as the vehicle is disabled.
- (d) The owner of any vehicle parked or left standing in violation of law shall be deemed to have appointed any investigating law-enforcement officer his agent:
- (1) For the purpose of removing the vehicle to the shoulder of the highway or to some other suitable place; and
 - (2) For the purpose of arranging for the transportation and safe storage of any vehicle which is interfering with the regular flow of traffic or which otherwise constitutes a hazard, in which case the officer shall be deemed a legal possessor of the vehicle within the meaning of G.S. 44A-2(d).
- (e) When any vehicle is parked or left standing upon the right-of-way of a public highway, including rest areas, for a period of 24 hours or more, the owner shall be deemed to have appointed any investigating law-enforcement officer his agent for the purpose of arranging for the transportation and safe storage of such vehicle and such investigating law-enforcement officer shall be deemed a legal possessor of the motor vehicle within the meaning of that term as it appears in G.S. 44A-2(d).
- (f) Any investigating law enforcement officer, with the concurrence of the Department of Transportation, may immediately remove or cause to be removed from the State highway system any wrecked, abandoned, disabled, unattended, burned, or partially dismantled vehicle, cargo, or other personal property interfering with the regular flow of traffic or which otherwise constitutes a hazard. In the event of a motor vehicle crash involving serious personal injury or death, no removal shall occur until the investigating law enforcement officer determines that adequate information has been obtained for preparation of a crash report. No state or local law enforcement officer, Department of Transportation employee, or person or firm contracting or assisting in the removal or disposition of any such vehicle, cargo, or other personal property shall be held criminally or civilly liable for any damage or economic injury related to carrying out or enforcing the provisions of this section.
- (g) The owner shall be liable for any costs incurred in the removal, storage, and subsequent disposition of a vehicle, cargo, or other personal property under the authority of this section. (1937, c. 407, s. 123; 1951, c. 1165, s. 1; 1971, c. 294, s. 1; 1973, c. 1330, s. 25; 1985, c. 454, s. 6; 2003-310, s. 1; 2007-360, ss. 4, 5.)

Intelligent Transportation Systems

MEMORANDUM OF UNDERSTANDING NORTH CAROLINA DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS THE CITY OF GREENSBORO NORTH CAROLINA GREENSBORO POLICE DEPARTMENT

The City of Greensboro, Police Department hereby enters into this agreement of understanding with the North Carolina Department of Transportation, Incident Management Architecture Project (IMAP) to provide services within the corporate limits of the City of Greensboro for towing and impounding vehicles along the controlled-access highways and interstates. This agreement represents and captures the existing agreement of interest in IMAP between both agencies.

The purpose of this agreement will be to add to the capabilities provided by IMAP to handle along the interstate and IMAP within the city limits of Greensboro while complying with recent changes in North Carolina General Statute 20-441 that is:

In order to authorize the quick removal of vehicles, cargo, or other personal property from controlled-access highways and to allow drivers to remove vehicles from travel lanes of a highway following minor accidents, if the vehicles can be safely moved.

This agreement allows IMAP personnel to impound, tow or cause to be moved vehicles that are creating a traffic hazard as defined by G.S. 20-161. The IMAP personnel will follow the procedures for these actions as that of the Greensboro Police personnel follow to include:

1. The IMAP personnel will request a wrecker by rotation through Greensboro Police Communications.
2. The IMAP personnel will complete the Greensboro Police Department vehicle impound/delivery form (FD-302-44-447).
3. The IMAP personnel will as soon as reasonably possible turn in the completed impound/delivery form to the Chief Records Division, located at 200 W. Washington Street.

This is effective the ____ day of ____, 2005. This agreement shall remain in place and in effect, until the Greensboro Police Department or the North Carolina Department of Transportation, Incident Management Architecture Project end it.


Chief of Police
Greensboro Police Department


IMAP Representative

Fender Bender & Move Over Laws

- Requires motorists involved in a non-injury crash to move vehicles from travel lane
- HP change communication standards
- Working with 911/NENA/APCO

FENDER BENDER

**MOVE VEHICLE
FROM ROAD**

STATE LAW

**MOVE OVER OR REDUCE
SPEED FOR STOPPED
EMERGENCY VEHICLES**

- Requires motorists approaching a stopped emergency vehicle to change lanes or reduce speed (stop)

Fender Bender Legislation

- Contact Your Local 911 Comm Center
- Request add FB to their protocol
- Use SHP memo as an example



Michael F. Easley
Governor
Bryan E. Beatty
Secretary
W. Fletcher Clay
Colonel

Location:
512 N. Salisbury Street
Raleigh, NC
(919) 733-7952

Mailing Address:
4702 Mail Service Center
Raleigh, NC
27699-4702

The mission of the North Carolina State Highway Patrol is to ensure safe, efficient transportation on our streets and highways, reduce crime, protect against terrorism, and respond to natural and manmade disasters. This mission will be accomplished in partnership with all levels of government and the public, through quality law enforcement services and education based upon high ethical, professional, and legal standards.



An internationally accredited agency

North Carolina Department of Crime Control & Public Safety Division of State Highway Patrol

Troop Operations

18 July 2007

MEMORANDUM

**TO: SECTION DIRECTORS
TROOP COMMANDERS**

FROM: MAJOR G. D. HAYES (EMAIL)

**RE: INSTRUCTIONS FOR TELECOMMUNICATIONS
AND UNIFORMED PERSONNEL REGARDING
THE "FENDER BENDER" LAW UNDER
G.S. 20-166(c2)**

In order to reduce the large number of secondary collisions caused by motorists failing to abide by the provisions set forth in the "Fender Bender" law, all telecommunications personnel shall immediately begin to utilize the following scripted language when the driver or passenger of a motor vehicle that has been involved in a collision contacts a Highway Patrol Telecommunications Center for assistance:

For your safety, if there are no known injuries as a result of the collision you have been involved in and vehicles are able to be driven to a safe location off the roadway, the North Carolina "Fender Bender" law, states, "each vehicle shall be moved as soon as possible out of the travel lane and onto the shoulder". You are required, by law, to move your vehicle out of the travel lane and onto the shoulder of the road until a trooper arrives.

All uniformed and other appropriate civilian SHP personnel shall be made aware of the instructions being provided to the motoring public on this matter and shall support good faith decisions made by motorists attempting to comply with this law.

If you have any questions regarding this matter, please contact Troop Operations.

GDH:jlb

cc: Commander's Office
Joseph P. Dugdale, General Counsel

ECHS~IM Parking Guideline

- April 2007 FEMA Grant received for \$525,000
- Brings existing interstate FD's in compliance with cone requirement from NFPA 1901 starting in Jan 2009 (new vehicles have 5 cones and 50% rear chevrons)
- Develop guidelines and training materials

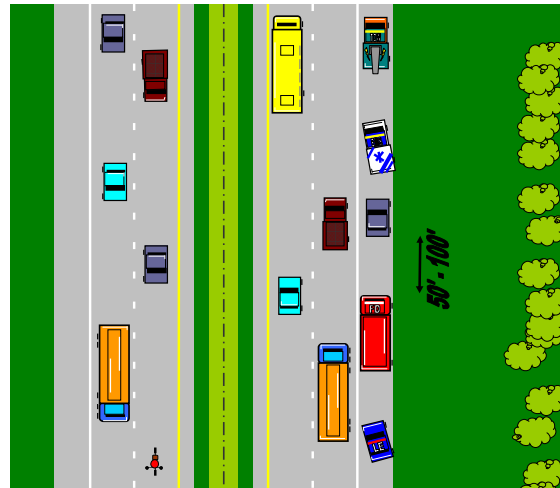
ECHS~IM Parking Guideline

- Disperse training through partnership with OSFM & NCCCS Emergency Services
- Provide funding for five 28", 7 lb, retro-reflective collared orange traffic cones per all rescue / fire apparatus with 6 or more tires (pumps or extrication) validated by local fire marshall or emergency management
- Target completion April 09

ECHS~IM Parking Guidline

Parking Order - Shoulders

- Staging Area
- Towing
- EMS
- Incident Scene
- Fire / Rescue
- Law Enforcement
- IMAP/DOT TTC



ECHS~IM Parking Guidline

Parking Order – Travel Lanes

- Staging Area
- Towing
- EMS
- Incident Scene



ECHS~IM Parking Guideline

➤ Parking Order – High Severity



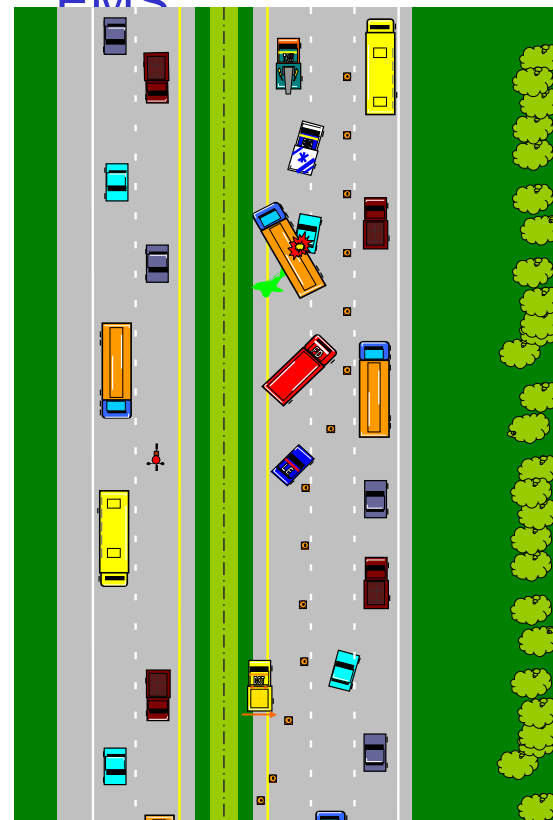
Staging Area



Towing



EMS



ECHS~IM Parking Guideline

➤ Parking Order - Visibility



Staging Area



Towing



EMS



Incident Scene



Fire / Rescue



Law Enforcement

IMAP/DOT TTC



Under Construction

- IMAP Service Patrols to tag vehicles and call for SHP Tow (NCDOT liable for claims)
- Define hazard for immediate removal (Greensboro PD says on pavement)
- Standardize for all interstates
- Remove vehicles prior to adverse weather

Under Construction

- » Brian W. Purvis, P.E.
- » NCDOT State Incident Management Engineer
- » bpurvis@ncdot.gov
- » 919-233-9331x236